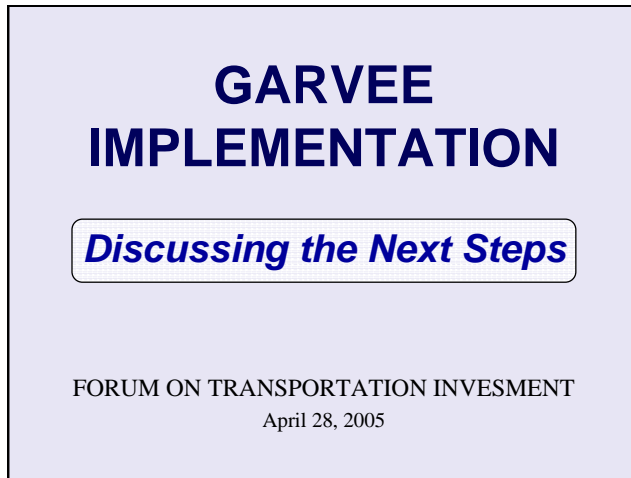


# GARVEE LEGISLATION—“CONNECTING IDAHO

David Ekern, Director, Idaho Transportation Department - 062805

1

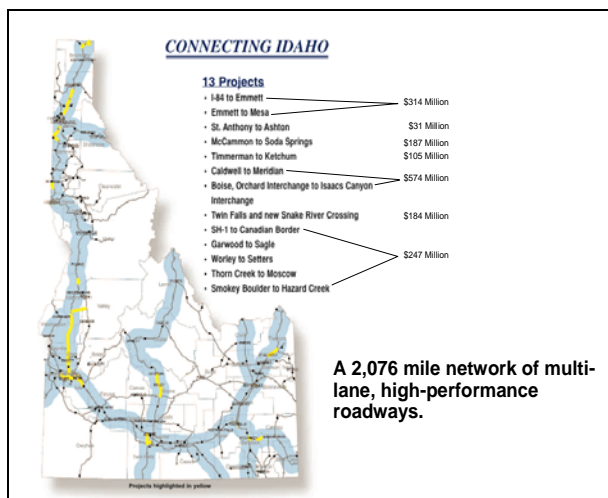


2



Dave noted that this year's legislative process was a rare, but wonderful time in the history of Idaho and the future of Idaho Transportation. Dave felt that these last few months were a unique occasion and ITD is very proud to have been an integral part. Chuck Winder and Dave gave 63 presentations throughout Idaho in the last few months. He felt that the true spirit of Idahoans has been used. He sees that the citizens of Idaho use their public scrutiny and that it is a useful, responsible tool for government agencies to convey proposed changes.

3



The Connecting Idaho Vision reviewed the 2,076 mile network of multi-lane, high-performance roadways, and identified 13 corridors (blue shading) and 7 projects that need to be built as soon as possible to meet Idaho's connection objectives.

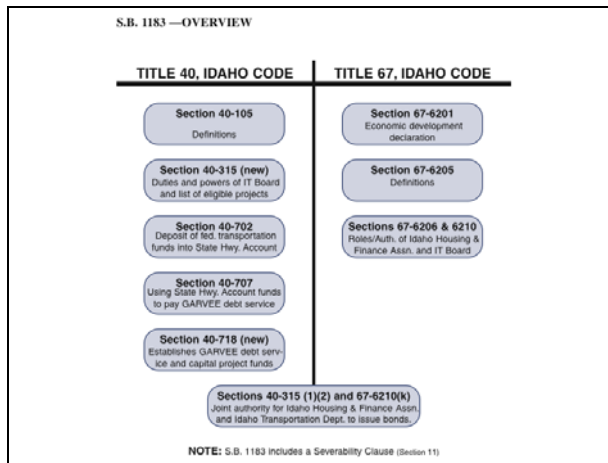
4

## Foundations for Use

- Maintain system condition at current levels
- Maintain the current ('05 – '09) State Transportation Improvement Program
- All projects must be included in State Transportation Improvement Program
- All projects developed in accordance with state and federal laws and rules
- All "improvements" designed as EXPANSION projects
  - Local and Statewide Programs
  - Preservation Program
  - Expansion Program
- Projects sized to accommodate Idaho contractors
- Deliver the Program within Existing Resources:
  - Assume no increased taxes
  - Within current staffing

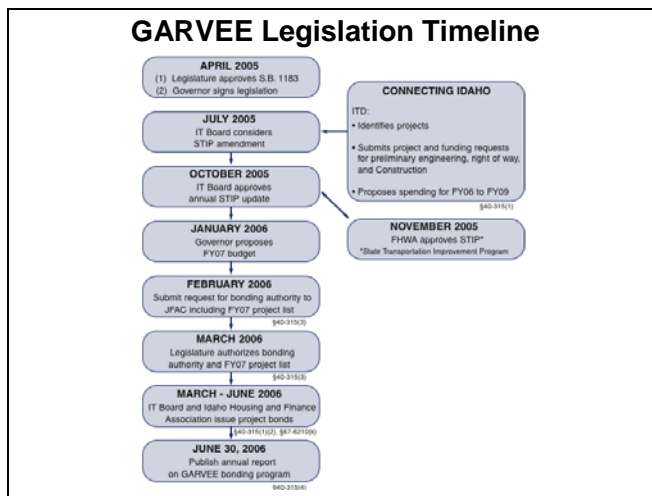
The Connecting Idaho proposal also identified 7 principles to serve as foundational guides. Some of the important points are: maintain current levels of system condition; continue the STIP with the GARVEE projects included and meeting all state and federal laws and rules; GARVEE projects designed as expansion projects and sized to accommodate Idaho contractors; and GARVEE projects would assume no increased taxes and use current staffing.

5



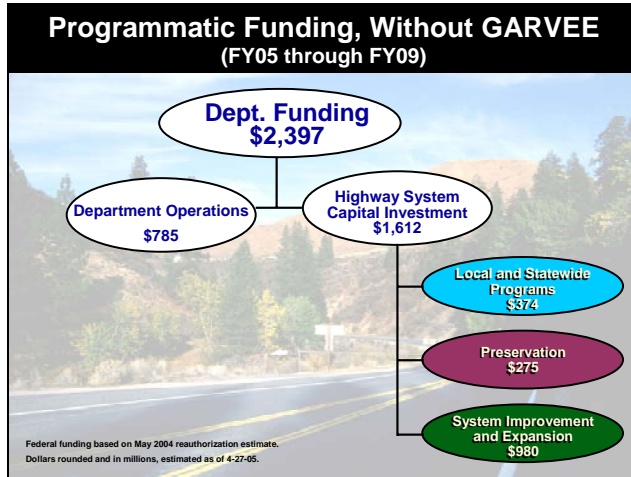
The legislation made changes in several places in Idaho Code -- Title 40 and Title 67.

6



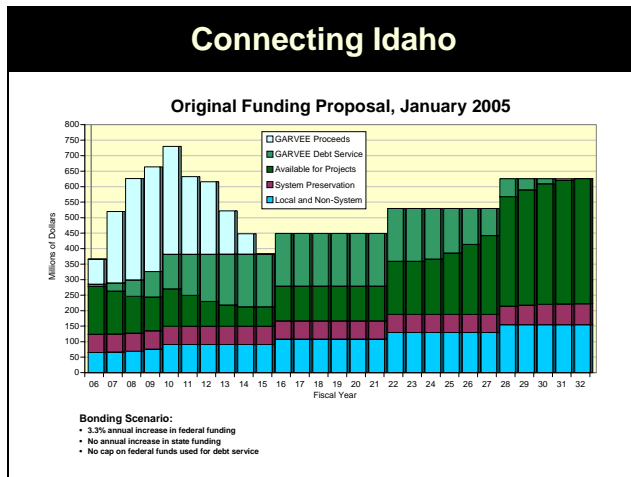
Dave reviewed the proposed timeline and next steps to get proposed GARVEE projects into next year's STIP.

7

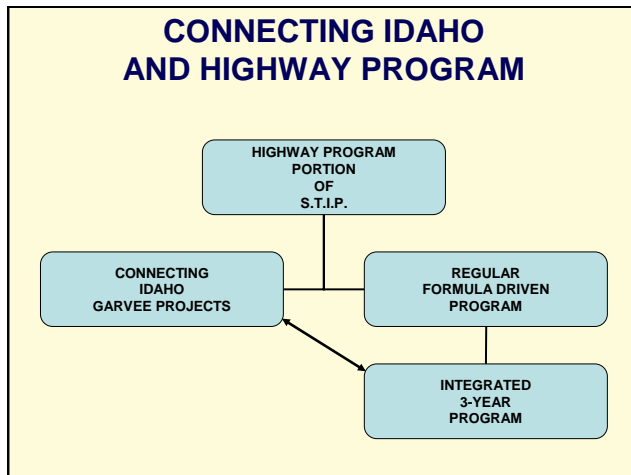


The following slides went into the funding considerations and project authority approvals.

8



9





The GARVEE legislation and the ability to program and build identified projects is a significant step in the vision of Connecting Idaho, but it is not the final answer in Idaho Transportation considerations.

The flip side is that Idaho's transportation system has a backlog of capital improvement and maintenance needs. In 1995, the Needs Study showed a backlog of projects that could not be funded. Much of the surface system had a "poor" condition rating and reported a \$8.6 billion "backlog" of needs. The Needs Study concluded that there has been a pattern of chronic underfunding of highway programs and generated recommendations for funding changes.